

Amendments to the Specification

Please substitute the following paragraphs, which have been marked to show the changes (deleted matter is shown by strikethrough and/or double brackets and added matter is shown by underlining):

Please replace the paragraphs on page 5, lines 11-16, with the following amended paragraphs:

Preferably said wing-in-ground-effect craft has a single vertical ~~stabiliser~~ stabilizer located at the rear thereof.

Preferably said vertical ~~stabiliser~~ stabilizer is located atop a first propulsion unit in the form of a ducted fan. In other arrangements of the wing-in-ground-effect craft, where power requirements dictate use of more than one ducted fan for propulsion, other configurations may be adopted.

Please replace the paragraph on page 6, line 24 to page 7, line 7, with the following amended paragraph:

Both embodiments are an amphibious wing-in-ground-effect craft 11. The wing-in-ground-effect craft 11 is ~~characterised~~ characterized by canard configuration, having a loaded canard forewing 13 and a main wing 15 of forward delta configuration attached to fore 17 and mid 19 sections of a body 21 respectively. The body 21 is formed with an integral planing hull 23, and extends rearward to a tail section 25 which incorporates a ducted fan 27, and a vertical ~~stabiliser~~ stabilizer 29. A rudder 31 is located in the exhaust of the ducted fan 27, for steering the craft 11. The ducted fan 27 has a three bladed impellor 33, which in the first embodiment is belt driven from a turbocharged 1800 cc Subaru EA82 liquid cooled internal combustion engine. With the rudder 31 mounted in the full flow of the duct 27, it is configured to serve as a stator, acting to reduce the induced spiral in the airflow exiting the duct 27. While these embodiments have a five bladed fan, it will be appreciated that the number of blades may be varied, according to preferences. For example, a three bladed fan may prove equally suitable.

Please replace the paragraph on page 9, starting at line 7 to the end of page 9, with the following amended paragraph:

The first embodiment is a road transportable, 3 place, powered, 1/2 scale, proof of concept model, having the following dimensions:

| | | | |
|--|-------------------|---------|---------|
| Length Over All | | Meter | 8 |
| Wing Width | Extended | Meter | 5 |
| | Folded | Meter | 3.5 |
| Stabiliser <u>Stabilizer</u> Height | | Meter | 3.5 |
| Weight | Dry | kg | 500 |
| | Fuel | Litre | 50 |
| | Crew/passenger(s) | kg | 180 |
| | Miscellaneous | kg | 20 |
| Total Takeoff Weight | | kg | 750 |
| Speed | Takeoff airspeed | Knots | 35 |
| | Cruise airspeed | Knots | 60 |
| | Maximum | Knots | 80 |
| Sea Stats TO&L | | Meter | 0.75 |
| Operational Altitude | Cruise | Meter | 2 |
| | Pop-up | Meter | 10 |
| Power | Subaru EA82 | cc | 1,800 |
| | | RPM | 4,500 |
| | Turbocharged | HP | 85-160 |
| Propulsion | Ducted Fan | | 5 Blade |
| Range | | N/miles | 200 |
| Crew/passengers | | ea | 1 + |
| | | | 1 (+1) |